

The Veteran Car Club of South Australia Inc.



'For the preservation of veteran motor vehicles into the future'

Patron: The Governor of South Australia – His Excellency Hieu Van Le



www.vccsa.org.au

Member of the Association of Veteran Car Clubs in Australia (TAVCCA)

Bulletin of the Veteran Car Club of South Australia

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Nurses leave Blackfriars Depot in Chippendale, Sydney, during the flu epidemic in April of 1919. Those with the disease who were not hospitalised were confined to their homes, and the SOS cards seen on the vehicles were given to the infected to put in windows to signal need for medical aid.

This photo was taken when another flu epidemic - the Spanish Flu - was in full effect. It is believed to have infected 500 million people globally at the time, including inhabitants of remote Pacific islands and in the Arctic. It eventually resulted in the deaths of an estimated 3 to 5% of the world's population, killing more people than the recently ended WW1. Returning troop movements were believed to have helped spread the pandemic.

Photo courtesy of NSW State Archives.

In this Edition:

Page 2 - The Chair's Report

Page 4 - Meetings & Gatherings

Page 4 - Annual Updating of Historic
Registration Logbooks

Page 5 - Upcoming Club events

Page 5 - Upcoming Local & National Club events

Page 5 - Upcoming Swap Meet events

Page 5 - Notices

Page 6 - Club Membership

Page 6 - Other Club's Publications

Page 6 - For Sale/Wanted

Page 7 - Article:

Strathalbyn has a Motor Museum!

Page 10 - Article:

The 1910 Detroit Electric Model D

Page 12 - Article:

Lunas - Exploring the Electric Avenue

Page 12 - Article:

The Soundtrack for the Electric Avenue

Attachment 1 - 2020/1 Membership Renewal Form

VCCSA Club Officer Holders

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The Chair's Report

Dear Members and Friends, last month I wrote to you about the uncertain times we are living through. While the global outbreak of COVID-19 has forced events both nationally and locally to be cancelled, our VCCSA Gatherings are 'not immune' either and continue to be postponed. In spite of this, Your Committee is working hard to fill our website, Facebook and Bulletin with the very best veteran car content we can to entertain you even when you can't leave your home.

At a time like this, when we all face an unprecedented challenge to our very way of life, it seems almost unfathomable to talk about our old cars. However, now perhaps more than ever before we need our passions, both for the distraction they can provide from the difficulties that beset us in our everyday lives and the community that we have created around them – a community upon which we can all call on for kinship and support.

So, as always, during the first week of every month, expect a brand-new edition of your amazing VCCSA Bulletin, with interesting stories and exciting/interesting content – the perfect escapism in troubled times.

We understand that many of you might be self-isolating, but the veteran car community is a wonderful, supportive place, and while there are no events or meetings to attend and restrictions have been imposed that change our way of living, that doesn't mean we can't stay at home, keep safe and still fuel our passion for the early years of motoring.

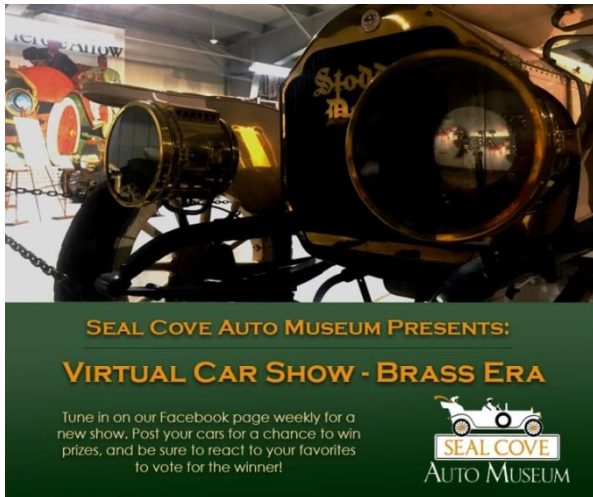
TAVCCA has approved an amendment where all rally programs and events will be pushed back by 12 months – except for the 2022 national 1 & 2 cylinder rally which will continue as planned. Locally, your Committee is looking forward to the possibility of restrictions being lifted and are giving thought to a possible event near the end of the year. However, in the short term, we will continue our current position of postponing our Gatherings for the next few months along with any planned VCCSA events.

Regardless of all this, we have some important VCCSA housekeeping to address, such as our **Annual General Meeting, renewing of membership and conditional registration**. While we are guided by SA Health in our decision making, we are hopeful that restrictions might be eased sooner rather than later. Given this and working in line with our association rules, the Committee has made some plans to manage our obligations with regards to the fulfilling of our constitution requirements. Further details as to how we will action our AGM are enclosed in this month's Bulletin. Peter Allen has also designed a process for members to renew their log books via return postage and he has outlined this process later in this Bulletin. Over the past couple of years, we have been moving to a greater degree of membership renewals via online direct deposit to the club bank account and emailing back a copy of the completed membership



form. We will continue to use this method as our *preferred* renewal process. However, you can still forward your cheque and form via post. A copy of the renewal form is provided in this edition, and all memberships must be received by the **30th of June**.

To bring some additional veteran car interests your way this month, I have searched the internet for a list of great car-related activities you can enjoy, many of which without leaving your sofa, to help entertain and sustain you this month.



1. Virtual car museum tours

You can't visit museums at the moment, but that doesn't mean you can't wander row upon row of veteran and other historic vehicles.

Thanks to a great initiative by the world-famous Petersen Automotive Museum in Los Angeles, you can embark on an hour-long digital tour of its evocative vault. Furthermore, The Seal Cover Auto Museum also invites you to participate in their weekly Virtual Car Shows! There are many more museums offering these virtual tours – just look on the internet and Facebook.

2. Work on your car

Staying home is the perfect excuse to shut yourself in your garage and fettle your veteran, so it's ready for action when the time comes!

3. Tidy your garage

Of course, one assumes that if you're working on your car, you can actually reach it.

How long have you been promising yourself that you will tidy the garage, work out which parts you have rather than you '*think*' you have, and which you need? Stay home, get tidying and working on your car will get a whole lot easier. Don't forget to forward any items you would like to sell to our Editor to include in an upcoming VCCSA Bulletin classifieds.

4. Polish your car

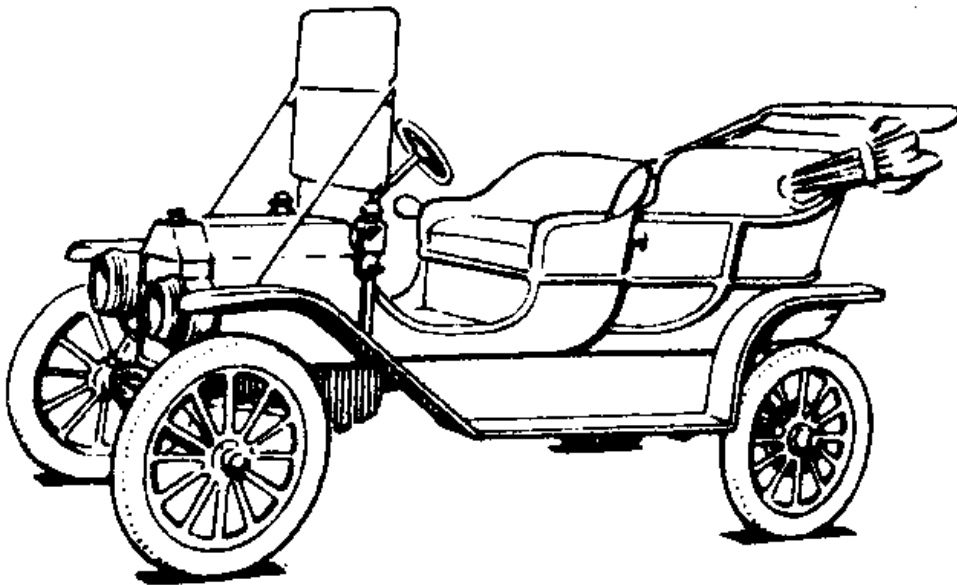
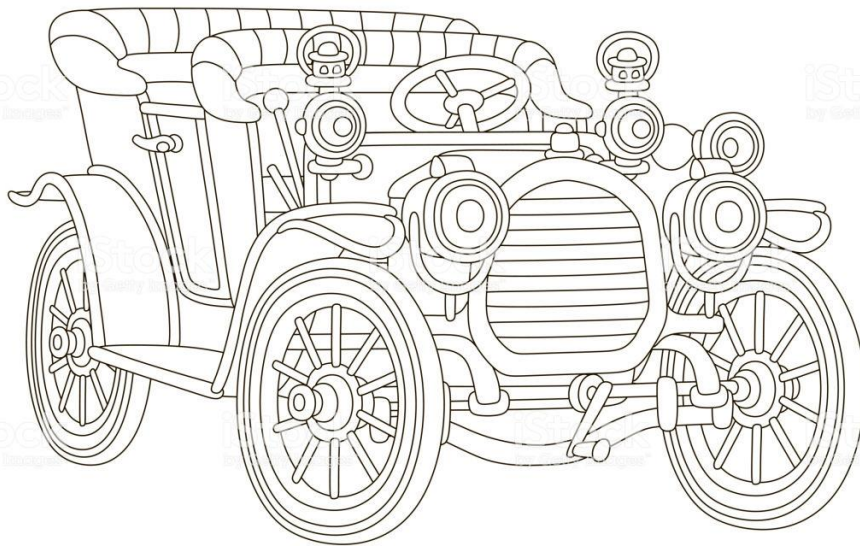
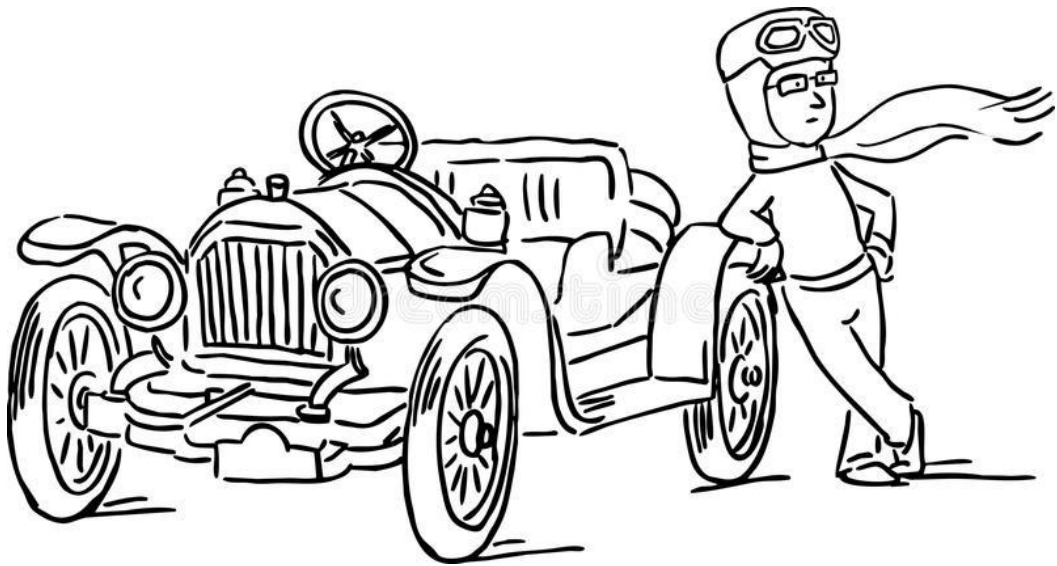
Garage tidy? Car now running? Is your veteran vehicle ready for its next adventure? Then there's just one thing left to do . . . clean it.

We all know that a thorough clean and polish inside and out can be a time-consuming task, but we also know it's well worth it and extremely satisfying once done.

5. Keep calm and colour on

Inspire the next generation of classic-car enthusiasts – and keep them busy while they are undertaking remote learning at home – with some 'on topic' colouring-in projects. Of course, these might have been selected with children in mind, but I won't tell if you enjoy colouring them in too.





6. Test your car knowledge

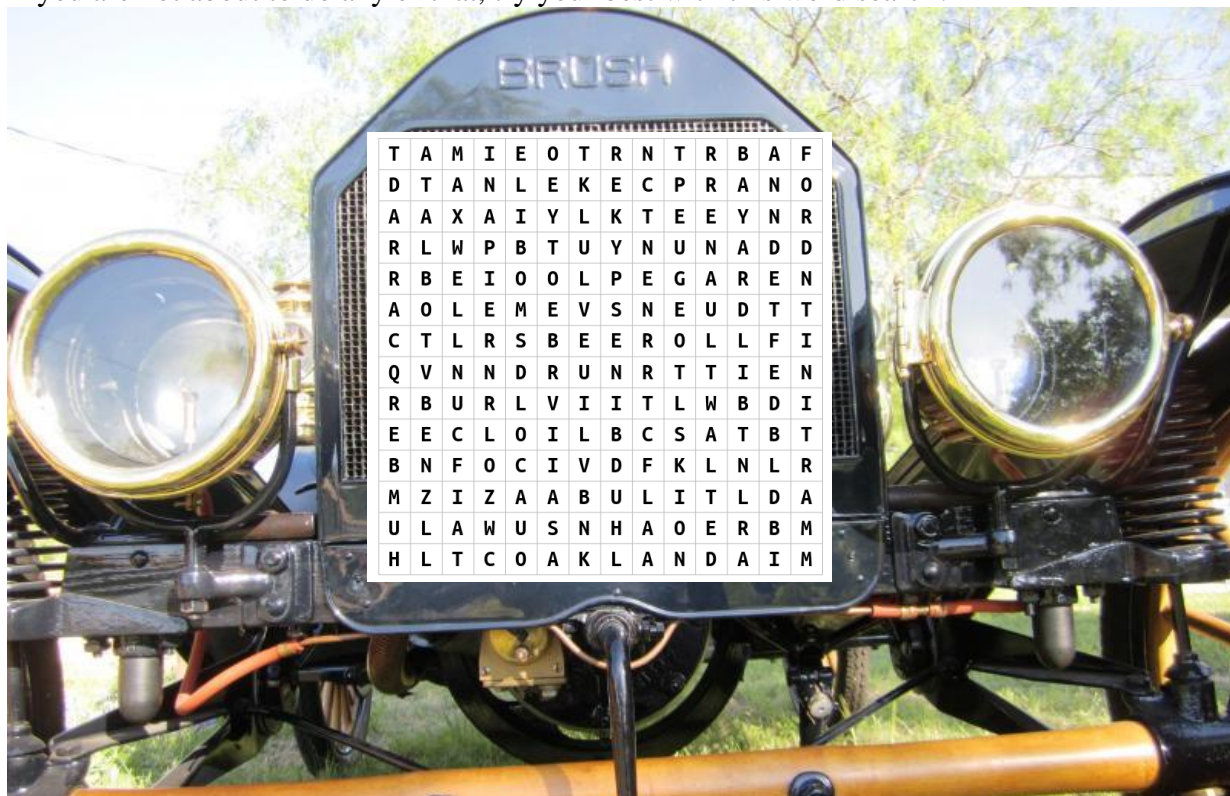
Take this time to re-read lots of those car books in your collection, starting with *“About old cars”* by Terry Parker! If you don’t have this edition, glance back through the George Brooks books for a unique SA veteran vehicle movement perspective.

Here’s a photo(right) of a 1903/04 Darracq in Victor Harbor – Caption said, “First car in Victor Harbor.”



Take time to watch some veteran car videos – there are lots on the web. Start with a google search for the channel *“Veteran Cars Australia”* for a number of VCCSA and TAVCCA rallies! The VCCSA has also purchased a copy of the film showing the 1970 first national veteran car rally that went from Sydney to Melbourne. We will be showing this at a Gathering when they resume. But if you would like to purchase your own copy, you can do that by contacting the VCCA-Qld. They are \$50 each.

If you are not about to do any of that, try your best with this word search!



Find these words:

- | | | |
|-------------|---------------|-------------|
| 1. Napier | 8. Humber | 15. Oakland |
| 2. Overland | 9. Oldsmobile | 16. Talbot |
| 3. Vulcan | 10. Ford | 17. Fiat |
| 4. Spyker | 11. Peugeot | 18. Benz |
| 5. Swift | 12. Reo | 19. Darracq |
| 6. Bayard | 13. Martini | 20. Renault |
| 7. Buick | 14. Maxwell | |

8. Research your vehicle's history

Not only can tracing your veteran car's history be a fascinating exercise, having a bulging history file could help you sell it, should that day come.

9. Preserve your car

Once you have completed researching your vehicle, now share this wonderful history and knowledge with everyone else. The VCCSA is trying to generate a video library of owners talking about their vehicles to go on our website. Perhaps give some thought to undertaking this project. Here are some examples to see what we are looking at creating:

Darryl's Renault – <https://www.youtube.com/watch?v=TgdQaWfnLv0&t=19s>

John's Phonomobile - <https://www.youtube.com/watch?v=oL3Buej0ndc&t=112s>

10. Veteran of the Month

How lucky we are that we live in the best state of the best country in the world. We have had a lot change since I last wrote the clubs Chair report from locking down to now where we are almost 2 weeks without a positive COVID-19 case being recorded and looking at the possibility for having some restrictions eased. We still haven't heard if the 40th Anniversary event of the Bay to Birdwood Run is going ahead, so this month's veteran of the month is a look back in time to our Jubilee year and the 1986 Bay to Birdwood Run.

View this month's link to our regular "**Veteran of the month**" film:

https://www.youtube.com/watch?v=ls6towB6_mM



This video features many local and interstate cars and we also see the restoration of a very large 1907 Panhard Et Levassor rebuilt in South Australia by Noel Roscrow. It was purchased on 23 October 1982 when it was sold at the Parker Auction in Colac, Victoria, for \$10,500. It was sold as a racer but believed to be a truck chassis – which was quickly restored to a shooting brake/wagonette body to disguise this – although somewhat out of proportion.

Left image: Panhard as currently viewed in the USA today.

Right image: As shown in the Auction Catalogue.

Auction details description said. . .

Lot 60 – 1901? Panhard Et Levassor

Model: Raceabout

Engine: 4 Cyl. T Head

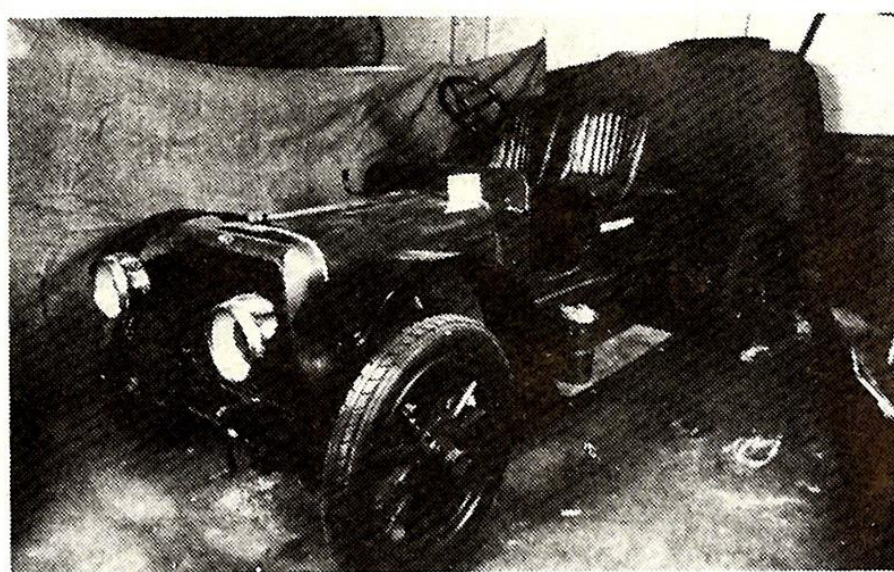
Body: open

Interior: -

Comments: Chain drive, right hand drive.

(Courtesy Terry Parker)

A quick search through Hemmings on the web finds this reference to the same vehicle . . .



"1907 U2 Wagonette . . . Actually, it first enters the scene in the mid-Sixties, when Finch & Hocking in Echunga, South Australia, built its current body. Finch & Hocking has gone through a couple of owners since then and now does business as the well-regarded Finch Restorations, so they couldn't tell us anything about where the car came from before it made its way into their shop, more than 40 years ago.

In fact, when the current owner bought it from Christie's in 1999, on the advice of early car specialist Rupert Banner (now with Bonhams), even that connection had been lost: "We thought it might have been used as an ambulance," said Rupert. "It came from an English museum, [the Donington Park collection], where it had been for a number of years."

Panhard & Levassor's innovation continued unabated after Levassor's death, and in the U2, introduced in 1906, the Centaur (the Phoenix replacement) 5.3-liter T-head inline-four used an alloy block; a multiplate clutch (in an era of cone clutches) engaged an alloy-cased sequential four-speed, driving the gears through dual chains, Honda S600 style. Okay, not that so much, but unquestionably, it was a powerful, flexible setup.

We spent the day in the company of our feature car at Rhode Island's Red Star Auto; the owner is a public figure who wishes to remain anonymous, so Red Star's Sean "Muncie" Brayton took us around. The owner tours with the car, however, and told us he has no trouble at all keeping up with much later cars. "Of all the cars I've had, it's really the most successful on a tour," he said. And the Wagonette body "certainly is a popular one."

Riding in the back is an outstanding experience. The body may be of uncertain origin and some 45 years old, but it is of excellent quality and condition. The view is exhilarating over the head of the driver, and 35 or 40 MPH speeds are not out of the question on a straightaway, although you always want to respect the abilities of both the engine and the rear-only external contracting band brakes.

Reference: *Hemmings.com*. 2020. [online] Available at: <<https://www.hemmings.com/stories/article/you-are-mad>> [Accessed 3 May 2020].

This highlights my points of Number 8 and 9 above, we need to ensure our vehicles history (including the restoration) are well recorded and documented so they can pass through time with the car into the future. We are just custodians for these pieces of moving heritage which will live on for many years to come!

Take care again this month,

Hamish McDonald (Chair)

Meetings & Gatherings

The Club holds informal gatherings at 8pm on the first Wednesday of each month, except January, at the Colonel Light Gardens RSL, Dorset Ave. Park behind on what was the bowling green, enter from Windsor Ave.

Assemble at 7.30 for a pre-meeting chat. The only formal club meeting is the Annual General Meeting, held on the first Wednesday in July each year.

*Monthly Club gatherings for May and June have been **cancelled** at present due to the SA Government Emergency Management (Gatherings No 2) (Covid-19) Direction 2020.*

We will continue to take direction from SA Health over the coming months and look forward to restarting the gatherings when appropriate.



THE *Alternative* ANNUAL UPDATING OF HISTORIC REGISTRATION LOG BOOKS

Due to Covid and the requirement for us all to socially distance we cannot meet together to update Historic Registration Logbooks so it will be done as follows:

1. Members are required to pay Membership Fees. You are required to be a financial member of the Club before your vehicle can be historically registered through the Club. If your membership has lapsed and you are unfinancial then your vehicle is no longer registered.
2. Post your Log Books to:

VCCSA Log Books
C/- PO Box 278
Henley Beach SA 5022

together with the following . . .

- ✓ **Registration Papers (if you do not have registration papers, see note A below)**
- ✓ **Registration Receipt (Tax Invoice), see note A below**
- ✓ **Stamped self-addressed envelope**

1. *PO Box will be checked regularly and Log Books processed ASAP*
2. *Logbooks will be returned by post to members using the enclosed stamped self-addressed envelopes provided.*

Notes

- A. Items 1 and 2 can be downloaded from www.sa.gov.au. if you do not have them. A 'my SA GOV account' will need to be created (5-10 minutes.) Or available at SA Service Centres with costs involved.
- B. It is recommended that pre-paid Aust Post satchels be used for this process, which can be tracked if necessary.
- C. If you are unfinancial on July 1st 2020 it is illegal to use your vehicle on the road as it will not be registered.
- D. It is a mandatory requirement of the Club to inform SA Registration of any non compliant or unfinancial members with vehicles previously on conditional Historic registration.

Any queries please ring **Peter Allen: phone 8353 3438** or email: mcallen@senet.com.au

Delayed 2020 VCCSA Annual General Meeting

Notice is hereby given, in line with the Rules of the VCCSA, that the 2020 AGM has been postponed until the first week of November to coincide with our November Gathering. This variation in the operation of our Club Rules falls inline with the Associations Act, where due to the coronavirus pandemic, delays have been approved in the interests of public health under the provisions of the State's Covid-19 Emergency Response Act 2020.

Your current Committee will continue to manage the club in the interim.

The call for nominations for the new Committee will be postponed until early August to coincide with the timeline required to meet with the proposed date of our postponed AGM.

Upcoming Club events

3th – 5th April

Postponed - VCCSA Northern Weekend Adventure PAYG

Linking with the 5th Annual Gawler to Barossa Veteran & Vintage Run

Our more informal Club Weekend Adventure event in 2020 was planned to join up with the GVV&CVC Veteran & Vintage Run in April. The weekend has been postponed due to the SA Government directions on the Covid-19 pandemic. Don & Sue Le Busque have prepared an itinerary for the Saturday finishing with an informal evening meal. With the preparation already in place, we hope to run this Northern Weekend Adventure later in the year.

Event Co-ordinators: Don & Sue Le Busque Mb: 0428 834 352

17th May

Postponed - Club Run to Vickers Vimy aviation display at Adelaide Airport

A run to view the aviation display that celebrates the Vickers Vimy flight from England to Australia in 1919 by the Adelaide brothers, Ross & Keith Smith.

Event Co-ordinators: TBC

13th June

Postponed - Club Logbook Renewal Day – CLG RSL (Sat 11am-1pm - sausage sizzle).

Instructions for the updating of Logbooks for 2020 can be found in this edition of the Bulletin.

Co-ordinator: Peter Allen Ph: 8353 3438

Upcoming Local & National Club events

16th-17th May 2020

Cancelled - RACV Pre 1905 Pioneers Rally, Ballarat

As soon as the Victorian State Government permits such events, a substitute event will be schedule for these vehicles.

Please keep an eye out for this rally, bring your Pre 1905 Pioneer Motor Car and/or Motor Cycle, Tricycle, Quadricycle or Bicycle. Or come and watch, support and cheer on the adventurers.

For further information - Contact: Greg Smith 0447 395 233

11th – 17th Oct 2020

Cancelled - National Veteran Vehicle Rally – Swan Hill, VIC

Now scheduled for **10th-16th October 2021**

The theme of Rural Edwardian Australiana will dominate the event.

Contact Michael & Claudia Holding 0407 008 895 or email

mholding@netspace.net.au for the spiel

claudia_holding@hotmail.com for the facts

Upcoming Swap Meet events (*will confirm dates when Swap Meets are restarted*)

14th-15th Nov 2020 Bendigo Swap meet

26th-27th Feb 2021 Ballarat Swap meet

Notices

The opinions in the articles in this publication do not necessarily reflect the opinions or policy of the Veteran Car Club of SA.



Club Membership - Welcome to Brian and Joan Scudds.



We are pleased to welcome Brian Scudds as a new member of the Veteran Car Club of South Australia. Although Brian and Joan live in Melbourne they also have a family home in Stirling. This is where Brian grew up before embarking on a career in engineering that began with Perry Engineering and leading to General Motors in USA and Germany with Brian and Joan residing overseas for many years.

Engineering was in the family as Brian's father Ben also worked for Perry's and Ben, in his younger days, would ride his bike (pedal not

motor) from Stirling to Perry's and back each day – no wonder he lived to the age of 98!

Brian is a De Dion expert having restored a 1903 6hp type Q, a 1904 8hp Type V and a type AL. He also has a number of other De Dion restoration projects and a 1910 SCAT – he will need to outlive his father to have them all completed.

Brian has already helped a number of our club members, not the least of whom is me with his deep knowledge of matters De Dion – he can truly be said to be a 'marque expert'. He and Joan have attended many national and 1 & 2 cylinder rallies that have been held in South Australia.

We hope Brian and Joan will be able to come to the occasional club gathering when they are in Stirling and when COVID 19 has receded into memory.

Other Club's Publications

Many clubs provide electronic versions of their publications and the following Australian Motoring Organisations have provided us with a link to their publication during the last month:

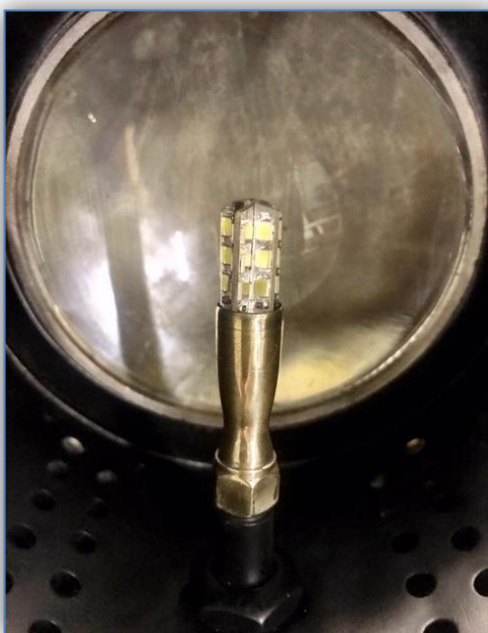
- Veteran Torque May 2020 - Veteran Car Club of Australia (Queensland) Inc.
<http://www.vccaq.com>
- The Vintage Car Club of Queensland Inc.
<http://www.vccq.club>
- Historic Motor Vehicles Club Inc. (Fleurieu Peninsular S.A.)
<http://www.hmvc.org.au/category/magazine/>
- Retroautos May 2020 issue via Shannons Club: <https://www.shannons.com.au/club/news/retroautos/all/>
- Veteran Car Club of WA – Early Auto March 2020
<http://www.veterancarclubofwa.asn.au/EarlyAuto/2020MarEA.pdf>
- Southland Branch Invercargill - Vintage Car Club of NZ Inc. Rumour Magazine April 2020
<http://www.sporty.co.nz/southlandvintagecar>
- Veteran Car Club of Australia(Vic) Inc. - Brass Notes April 2020
https://cdn-au.mailsnd.com/51814/j_wStnQKisZi6UhL1ZPUTDlG2NpXTf-U3kJesueKsxk/3232556.pdf
- Veteran Car Club of Australia(Vic) Inc. - Brass Notes May 2020
<https://cdn-au.mailsnd.com/51814/LtEKRXvq47MhWH7756wQ8jIVTdLbu8aGAhjlQB06Epo/3248645.pdf>
- Country Motor Australia – Issue 20
<https://www.aomc.asn.au/country-motor-australia>
- The Chevrolet Club of WA Inc. The Chevroletter - March 2020
<http://vccsa.org.au/new-site/wp-content/uploads/2020/03/Chevroletter-March-2020.pdf>



A short list of online links that may be of additional interest in your Lockdown state:

- www.AAA.com/world - Nov/Dec 2015 edition of the AAA World magazine - "Wheels of Fortune" by Stacey Tillilie covering Mid Atlantic Car Museums
- www.aaca.org – Antique Automobile Association of America
- www.braaca.org – Brandywine Region Antique Automobile Association
- www.cruisingmagazine.net – Cruising Magazine (for Calendar of Events)
- www.elktonalliance.org – Elkton Alliance/Car Shows
- www.auburnheights.org – Auburn Heights Museum
- www.hagley.org – Hagley Museum
- www.hershey.org – Hershey PA Events listing
- www.masseyaero.org – Massey Air Museum
- www.web@wvlt.com – Cruisin'92.1 FM, WVLT
- www.wvrr.com – Wilmington & Western Railroad
- www.theoldmotor.com – Vintage Automobile Magazine of Brattleboro, Vermont

For Sale/Wanted



For Sale: LED 12V conversion for gas head lamp burners.

(Photo right)

Fits onto existing burner base. Has internal earthing, requiring only one wire to connect to power source (through gas tubing).

Also available, quartz halogen conversions in either 6V or 12V. Price \$50 each, postage included.

Contact: Mal Roberts ...
Mb: 0412049509



For Sale: Standard burner base for gas head lamps

Suitable for most electric burner conversions. Price \$30 each.

Contact: Mal Roberts
Mb: 0412049509



For Sale: Pair of Rushmore Type B 7-inch headlights

Light fittings disassembled, then professionally polished, and immediately coated with automotive clear two pack paint, then re-assembled when dry.

Converted to 12V DC operation, fitted with 5W QI lamp.

Price: \$1400.00 the pair

Contact: Phil at
p.keane@purkinje.com.au or
Mb: 0417 819 080

Wanted: Model T Ford 1912 parts.

Correct chassis and DB front axle. Or know someone who may be able to assist.

Must be good condition

Contact: Michael Abbott Mb: 0400200461



Strathalbyn has a Motor Museum!

Article & photos: Darryl Grey



Gilbert's Motor Museum, Strathalbyn

If any town on the Fleurieu has a special place in the heart of the SA motoring enthusiast community it is Strathalbyn. Nestled in the idyllic motoring country of the Angus River valley, its collection of historic buildings with antique shops, coffee shops and yummy bakeries has drawn in the day-trippers and car clubs for decades. Now there is an added attraction with the establishment of Gilbert's Motor Museum.

Gilbert's Garage started life in the historic buildings on High Street in the early years of the last century and only closed its doors, in favour of other premises, in December 2018. In that time the Gilbert family manufactured Treblig bicycles and motorcycles, sold home appliances and motor vehicles, including Buick and Holden, and farm machinery. They also sold fuel and had vehicle repair and bodywork facilities.



Gilbert's Motor Museum fronts on to High Street, Strathalbyn

When the premises fell vacant, some of the key players in the Strathalbyn Tourism Association approached the owners with a proposal to convert the historic site to a motoring museum attraction.

The Gilbert Garage was the focus of motoring activities in Strathalbyn and the Museum celebrates its contributions, including the history of the actual museum site and the Cobb & Co link, and the past manufacturing of the Treblig bicycles and motorcycles in Strathalbyn. It also celebrates the history of speedway with a dedicated display of Rowley Park cars and bikes, as well as Kenny Blake and other motorsports people from the area.

To say that the result is an outstanding success is to undersell the efforts of the STA and those individual car enthusiasts and groups that have come together around this project from day one. Between them, this group of enthusiastic volunteers has cleaned the premises from top to bottom (a 100 year-old garage, clean?), lined the walls, painted the entire

premises, and transformed it from a working garage into a professional national-class museum.

The interest from locals and remote enthusiasts has been outstanding with the site filled with cars, bikes and bicycles from veteran to modern and a huge range of memorabilia and automobilia, including the complete collection of the legendary Glen Dix. The large library and meeting rooms have been named in his honour.



Speedway display



Classic motoring history on display

The pandemic that is currently having such a catastrophic impact on the human population has curtailed the volunteer's activities and visitor groups for the time being and the Museum is closed until further notice. However, it will open again and should be one of the first things you visit when you are blowing the cobwebs off your old cars.

Admission is very inexpensive, and they offer attractive lunch packages for individuals and groups with the local pubs (when they are back in operation). Put it on your bucket list!



Gilbert's Motor Museum front window

On to the Electric Avenue

*It is definitely true that the fundamental enabling technology for electric cars is lithium-ion as a cell chemistry technology. In the absence of that, I don't think it's possible to make an electric car that is competitive with a gasoline car. **Elon Musk***



The 1910 Detroit Electric Model D

Research: Peter Allen

Extract from article: Daily Mail UK (online), 16th January 2013

Time for your monthly Charge Sir!

At the turn of the twentieth century, the production of automobiles in the United States was about equally divided among electric-, steam-, and gasoline-powered models. The Post Office Department tried all three types for mail collection in cities. Although more expensive than horse-drawn vehicles, motor vehicles were able to cover the same distance in less than half the time and were gradually adopted by mail transportation contractors. Electric vehicles were used for delivery and postal collection in Australia prior to 1900 but quickly faded from the scene once the internal combustion engine became more developed and reliable.

In 2013, if you were in the market for an electric vehicle that was not a Tesla, you had an opportunity when the following vehicle was auctioned by Bonhams. An article from the Daily Mail (online) in the UK on 16th Jan, 2013 gives details of a barn find Detroit Electric vehicle that was auctioned that year.

"Abandoned for gas guzzlers, the astonishing 103-year-old electric car that was ahead of its time

- *The 1910 Detroit Electric Model D has a range of 100 miles and can reach 25mph*
- *Car comes complete with a 6 foot tall charger*

A rusty 103-year-old electric car rendered obsolete by the invention of the automobile is tipped to sell for £50,000 as it has turned out to be way ahead of its time.



Dodo, a 103-year-old Detroit Electric Model D that was thought for a century to be an evolutionary dead end has emerged for auction - and has now turned out to be way ahead of its time.



While electric cars are being hailed by many as the future of transportation today, a rudimentary version was being manufactured in the early 20th century. Looking like a cross between something from the Wacky Races and a buggy, the car had a top speed of just 25mph.

It had a range of 100 miles but had to be plugged into a giant 6ft tall charger (see photo left) before every journey. Manufacturing came to an end in the 1920s when the mass production of the petrol car left it trailing in its wake.

The 1910 Detroit Electric Model D that has now emerged for sale would have cost £1,500 at the time, the equivalent of £85,000 today. Modern-day electric cars such as the Nissan LEAF are now priced at around £25,000.

In the early 20th century, the electric car was preferred over the early petrol versions as it was simple to operate and was a lot quieter. Henry Ford, founder of The Ford Motor Company, bought two Detroit electric cars for his wife Clara for this reason.

Rupert Banner, a car specialist at auctioneers Bonhams (in 2013), said: 'Electric cars are all the rage now but Detroit Electric was doing very well with them 100 years ago. The company became the most successful manufacturer of electric cars and this is a very early version of what they produced. They were very popular into the 1920s.'

'This one still has the same interior it had back then and has been well preserved (see photo right). It's like stepping back in time. It has been in a museum for a number of years now. It's a very interesting car and it still has its original transforming unit with it, which is extremely rare. It looks like something you could power an entire grid with these days, it is so big.'

'Once the petrol car came in the days of the Detroit Electric Model were always going to be numbered. People could go longer distances and there were now no limitations, which especially in a country as big as America, made all of the difference.'



1910 Detroit Electric Model D interior



Detroit were unquestionably the most successful at the electric cars though, that is without question. The car comes with its original charger and experts believe it will provide a straight forward restoration project for the new owner.'

Detroit Electric was an American automobile brand produced by the Anderson Electric Car Company in Detroit, Michigan. It went defunct in 1939.

In recent years Detroit Electric has been in negotiations with companies in China and Malaysia about reviving the brand.

Footnote: This car was sold at auction in Scottsdale, Arizona, US, on January 17, 2013 for US\$48,100.



Detroit Electric hubcap



Lunaz – Exploring the Electric Avenue

Original Article: Chris Pollitt, Oct 12, 2019

Article Link: <https://www.carandclassic.co.uk/magazine/lunaz-exploring-the-electric-avenue>

Electrifying classic cars isn't a new thing. There are plenty of companies doing it, a case in point being [Swindon Powertrain](#) with its Mini that we featured earlier in the year. The idea of classic lines with a modern, tree-hugging source of propulsion is one that has captured the hearts of many an engineer. This is no doubt fuelled by the banality of the new cars that have brought this technology to the masses. The Nissan Leaf is a wonderful technical achievement, but it's hardly an adrenaline rush. The Tesla range is superb in terms of showing how 100% electric cars can work, but the models themselves have all the soul and charm of a fridge. This is why many have become obsessed with applying electrification to the classics. And the newest name to this currently niche fold is [Lunaz](#). And Lunaz has big plans.

The company's mission seems to be fairly noble. Appreciative of the design and the evocative nature of classics, Lunaz wants to take them into the future. It wants these lines, these shapes, these works of art if you will, to be a part of future motion rather than just that of the past. And that's nice, but we can't help but sense a bit of an 'anti classic' sentiment in the press release, which is odd given the subject.



It talks of 'answering the questions of reliability, usability and sustainability' which is noble, but also somewhat dismissive. A classic is only unreliable if it's poorly maintained, it's only unusable if you're unwilling to accept its ageing design and as for sustainability, we'd argue that a car produced 60 years ago has a far smaller carbon imprint than a car that was built 60 years ago, has since had its engine ripped out, and has instead been filled with modern batteries full of freshly mined or otherwise sourced material.

[Read more](#)



The soundtrack for the Electric Avenue

Research: Peter Allen

It's well known that Dr F. Porsche, at an early stage (circa 1896), was into electric or hybrid cars and from that he developed the Lohner Porsche in 1900. If your interest takes you, search for "Lohner Porsche" in YouTube and you can see a reconstructed 1900 Lohner Porsche as well as an original taking part in the London to Brighton.



For an update on the latest effort by that organisation try a search for "Volkswagen I.D. R" in YouTube. You will see how Volkswagen - Porsche are still breaking new ground with electric vehicles. Volkswagen have taken records at Pikes Peak and the Nurburgring. Note the sounds are very different but it is impressive and presumably there are no exhaust emissions to be tested by the authorities! The old Porsche 919 Hybrid Evo only did 369km per hour at Nurburgring (2018) and apparently the I.D. R Volkswagen has beaten that!

If Dodge made an electric car... would it be called a Dodge Chargeable





The Veteran Car Club of South Australia, Inc


PO Box 193, Unley Business Centre 5061

'For the preservation of veteran motor vehicles into the future'

Membership Renewal 2020/21

South Australian Member of the Association of Veteran Car Clubs in Australia

Membership Details: We are required to maintain a register of Members' details in addition to a list of vehicles registered through the VCCSA. Members/Associate Members are required to complete the following Table. For the **Members only** area, please place an 'X' in the box provided if you **do not** want this information shared. No addresses are disclosed.

Have any of your contact details <u>changed</u> since <u>last year</u> ? 	<input type="checkbox"/> Yes	<input type="checkbox"/> No
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(Show changes below, if required)

Member / Associate Member Contact Details		
Member Name		
Associate Name		
Partner Name		
Home Address		X
Home Telephone		
Mobile Telephone		
Email Address		

Waiver by Member/Participant
<p>Member's participation in VCCSA general events/multiple day rallies/day runs/monthly Gatherings/other/etc. takes place on the condition that the vehicle(s) entered, the driver/rider thereof and any other person connected herewith, including passengers or any other occupants of the vehicle, while participating in any authorised and/or sanctioned VCCSA event shall do so at the sole risk of the entrant and driver/rider, every entrant shall indemnify the Veteran Car Club of South Australia Incorporated and/or members of the Committee or any other persons appointed by or acting on behalf of the VCCSA and/or Committee against any claim by any other entrant or driver/rider or any other persons whomsoever for injuries or damage caused by their vehicle(s) or driver/rider thereof.</p> <p>By signing and renewing this membership form, you hereby agree to be bound by the conditions as set out above at any event associated, organised or approved under the auspices of the VCCSA and abide by the rules and articles of the Veteran Car Club of South Australia.</p>

Membership Rate and Payment	
I <u>do not consent</u> to my name/vehicle details in the VCCSA publications/website or membership directory:	<input type="checkbox"/> (Please tick box for this option)
Full Membership for 2020/21	\$35
Associate Membership for 2020/21	\$20
Partner Membership for 2020/21	\$20
Posted hardcopy of the Bulletin (optional)	\$45
Total Payment	
Payments can be made at the monthly Gathering, or by Post to: The Membership Secretary, VCCSA, PO Box 193, Unley Business Centre 5061	
Methods of Payment:	<input type="checkbox"/> Direct Deposit [#] <input type="checkbox"/> Cheque <input type="checkbox"/> Cash
# Direct Deposit Details:	Account Name: The Veteran Car Club of SA BSB: 105-032 Account Number: 058548140 Please include your NAME as payment reference
Please note: You must still complete and submit this renewal form if paying by Direct Deposit*	

Full Member Signature:	
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Associate Member Signature:	
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Subscriptions are due on the 30 June 2020, and if not paid by 31st July 2020, membership ceases.

***Membership forms must be returned to support your renewal or your renewal will not be recognised.**

Conditional Registration through the VCCSA ceases from **1 July** until membership is renewed. If membership fees are not paid by the due date for the upcoming financial year, the VCCSA is then obliged to notify the Registrar of Motor Vehicles the member is un-financial.

After that time, a new MR334 **may** be required to reinstate Conditional Registration.